

POMONA ROAD RACES JUNE 23-24

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MOTOR RACING

Vol. 1—No. 18

2

Los Angeles, Calif.

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SHELBY KEEPS WINNING, SCORES IN SCCA TEXAS, NEW MEXICO RACES

See Pages 1-3



MOTLEY CREW—Central meeting ground and rendezvous for sports car aficionados and bullfight filberts, the Coach and Horses in Hollywood has produced this colorful troupe of road racing followers, shown at a recent Southland race. Seated In "Hi School Harry" Givens'

Gene Simon Jaguar, left to right, are Carol Givens, noted Mixologist "Hi School Harry" Givens, both drivers, and Ruth Levy, Porsche; back row: Dixie Raker, Bill Rice, Jerre Thornton, Headman (God Bless Ya) Russell, Jerry Shay, Bill Larson, Jim Peterson, E. J. Brown, Molly Sitner, Dorothy Dorr and Ann Sanders. They never miss a race.

WOODS ROARS TO PRO VICTORY

See Page 1.



• Racing Pour-Wow

By Maury Powell

WATSON HAD A GOING MACHINE FOR "INDY" WINNER FLAHERTY

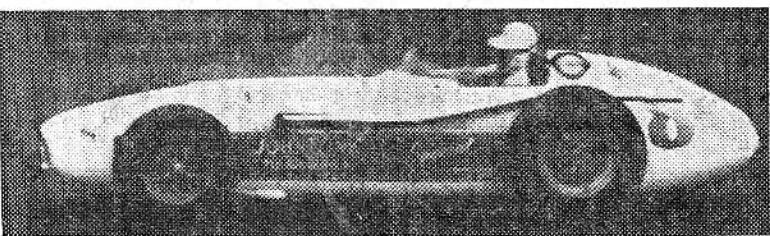
THE 40TH running of the 500-mile Indianapolis last Memorial Day was, in our estimation, a complete tribute to the mechanical genius of Glendale's young A. J. Watson—who designed and almost single-handedly built the John Zink Special that carried Pat Flaherty to victory.

Flaherty turned in a masterful job, all right, but the manner in which the pink-and-white beauty handled leads us to believe that even the rankest of the jockeys cavorting in Gardena Stadium's jalopy derby could have taken that perfectly-groomed machine and won with it.

Be that as it may, the car took in \$93,819, of which Flaherty pocketed about 40 grand, Watson perhaps 10 grand and the balance remaining for Car Owner Jack Zink.

Flaherty started the grind from the pole position in the 33-car field. But it was his old playmate from Carroll Speedway hot-rod days, balding Jim Rathmann, who beat him into the corner from the middle berth of the front threesome that included Pat O'Connor on the outside.

The early jockeying found Rathmann hanging on for about three laps, then O'Connor grabbed the lead on No. 4 and held on until the 18th circuit. At that point, Pappa Paul Russo flat-footed his Novi, the only V8 in the mob, and began picking up that \$150-



H. F. Bergquist
PAT FLAHERTY ON WAY TO VICTORY

per-lap front loot. He lasted quick. The first indicator of trouble in the rubber doughnut department that was to plague many of the boys that day struck down the Novi on the 21st lap. With an explosion that reverberated over the entire plant, the big Novi blew a right rear tire and juggernauted into the southwest wall.

THE CLOCKS WERE FAIRLY SIZZLING

While Russo's mount was hot-to-trot up front, the clock fairly crawled for a new track mark of 142.255 mph for the 50-mile point.

He was lacing the Longines at 145 with ease in traffic—so here's no telling what might have happened had the Novi stayed in the show.

Meantime, the lads in the vanguard included Tony Bettenhausen, Bob Sweikert, Troy Ruttman, Dick Rathman, Sam Hanks and Johnny Thomson as O'Connor held on for second and Flaherty for third.

The excitement had hardly dimmed from the Novi mess when Rookie Keith Andrews and Hanks spun sideways in the stretch near the pits. Ruttman and Thomson, right behind them, deliberately spun to avoid the troubled pair—Ruttman barreling into the infield and Thomson backing into the pits where he struck a mechanic, breaking the latter's leg. While Hanks and Andrews continued, Ruttman and Thomson became spectators since their mounts were damaged beyond immediate repairs.

The Fighting Irishmen, O'Connor and Flaherty, took up their racing cudgels once again. They remained in the order named from the 23rd to the 56th circuit, when all of a once and sudden-like Joltin' Johnnie Parsons, who'd been working up gradually, found himself the leader when the pair of Pats took advantage of the yellow caution light to make rapid pit stops for tires and fuel.

Parsons held on for a scant 10 circuits until forced to pit on the 71st lap, when Don Freeland, who'd been moving up right along, became No. 1. A pit for him shortly thereafter turned the front berth back to Flaherty on the 76th time around the 2½-mile strip—and that's all she wrote.

FLAHERTY LEADS FROM THE 76TH

Flaherty held command from the 76-lap mark right to the winner's circle, with Freeland and Hanks alternating at breathing down his neck.

At the 80-lap point, the official first 10 drivers were: Flaherty, Freeland, Sweikert, Hanks, Parsons, O'Connor, Rodger Ward, Jimmy Bryan, J. Rathmann and Bettenhausen.

Freeland spun on the 96th lap and kissed the wall, forcing him pitward for a new tire. Flaherty again took cover under the yellow light to scoot for his second and final pit stop—and he was still the leader upon emerging! And anyone who thinks those yellow-light pit stops weren't planned for in advance had better check his gray matter; not the exact lap, of course, but simply "when, as and if possible" so as not to lose valuable time when the green hankie was fluttering.

GONE TIRE WAYLAYS JIMMY BRYAN

Bryan, whom this observer tabbed to win the show, was running seventh around the 100-lap point when a gone tire caused his mount to careen into the infield. While he muttered curses walking back to the pits, his crew got a wrecker and retrieved it. Chief Mechanic Clint Brawner and cohorts made repairs and put him back into the race with 16 laps in arrears. He ultimately placed 19th.

Valve trouble stopped O'Connor, and Jim Rathmann's car was smoking like mad from an oil leak, the same grief that dimmed the hopes of Johnny Boyd and Andy Linden. A broken rod put Jack Turner out of biz.

Here's how the rest of the cash melon figured:

2. Sam Hanks, \$32,919; 3. Don Freeland, \$20,419; 4. Johnnie Parsons, \$15,769; 5. Dick Rathmann, \$10,744; 6. Bob Sweikert, \$7,594; 7. Bob Veith, \$7,494. (Veith total included \$500 as "rookie of the year" and a year's supply of meat from an Indianapolis packer); 8. Rodger Ward, \$6,294; 9. Jimmy Reece, \$6,044; 10. Cliff Griffin, \$6,194; 11. Gene Hartley, \$3,714; 12. Freddie Agabashian, \$3,644; 13. Bob Christie, \$3,374; 14. Al Keller, \$3,254; 15. Eddie Johnson, \$3,434; 16. Billy Garretto, \$3,014; 17. Duke Dinsmore, \$3,094; 18. Pat O'Connor, \$3,924; 19. Jimmy Bryan, \$3,144; 20. Jim Rathmann, \$3,564; 21. Johnny Tolaz, \$3,084; 22. Tony Bettenhausen, \$2,754; 23. Ed Elsian, \$2,624; 24. Jimmy Daywalt, \$2,594; 25. Jack Turner, \$2,564; 26. Keith Andrews, \$2,444; 27. Andy Linden, \$2,504; 28. Al Herman, \$2,474; 29. Ray Crawford, \$2,444; 31. Troy Ruttman, \$2,384; 32. Johnny Thomson, \$2,854; 33. Paul Russo, \$3,974; Alternate—Eddie Sachs, \$100.

MOTORACING

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LETTERS to the Editor

IS POLLACK IMMUNE?

(Registered Letter — Return Receipt Requested.)

Being the foremost autosport publication on the West Coast with an obvious interest in improving the sport for all concerned, two incidents concerning the recent running of the Bakersfield Road Races are being presented for your information.

First: At Technical Inspection preceding this race, one Contest Board member was heard to offer a contestant the pole position in the contestants' first time out with a new machine.

Second: All contestants are made aware of the black flag rule. Even so, when Mr. Pollack in the Alfa Giulietta was black-flagged during Saturday's program for a loose hood, he did not complete the required lap before entering his pit area. He, in fact, immediately applied his brakes without raising his hand as a signal and stopped within 200 feet of the start-finish line. This action raises the question: Is every competitor expected to live up to the race members of the CSCC immune to these rules?

M. W. Schinnerer,
Los Angeles 48.

ANOTHER POLLACK BEEF!

What gives with this fellow Bill Pollack, chairman of the Contest Board for the California Sports Car Club?

First off, he is barred for three races after dangerous and erratic driving (I believe it was at Hansen Dam). Then he is blackflagged at Bakersfield, doesn't complete the lap and makes a dangerous stop near the finish line.

What kind of example are people like him setting?

James C. Orsten,
Los Angeles 5.

ANOTHER PIPE DREAM?

What is this I hear about a \$15,000,000 sports car track going in this area? How come you people have no news on the subject, since there are rumors that Howard Hughes and a couple of other people are planning this project for guided missiles, sports car races, testing grounds and all sorts of things. In fact, several hundred Texans have made inquiries about the purchase of homesites, since I believe employees will be restricted to Texans.

We in the oil fields have sort of become interested in sports and foreign cars and I am sure if you ship us a couple of dozen subscription blanks, we will be only too glad to support your fine little paper.

Frank Delmore,
Bakersfield, Calif.

HOT EAGER BEAVER

How can I get by the officials and race if I'm not 21? I hear it might be possible down south. True?

(Name & address withheld)

EDITOR'S NOTE—We know several drivers under 21 who race for one of the clubs, which knows the condition exists and does nothing about it; if you cannot prove to the other club's satisfaction that you are 21, you just don't race, brother.

CHEERS FROM S.F.

The Santa Rosa coverage overwhelmed us! My eyes popped wider and wider as I turned from page to page. I had a meeting with Eric de Reynier today and he just couldn't get over it. Andy was grinning like a cat when he saw the pic of himself working from his Pressmobile. The whole SF Region is very happy with your fine story and pictures. It's a good idea to increase your circulation in the SF Region, and as soon as they learn of your paper, I'm sure they'll be glad to subscribe.

You're absolutely right about the result sheet. And as we were talking at Santa Rosa, it makes fine public relations. I will talk to our Activities Chairman, our timer and scorer and see if we can pattern our result sheet after the one suggested by you from the Long Beach MG Club.

H. K. Wong
San Francisco 11, Calif.

PENINSULA CAR CLUB

We would like for our entire club to subscribe to your paper and understand you will send one complimentary copy to club members. I am sending you a list of our active members and would certainly like to hear from you. This paper is quite the rage up north. Thanking you very much.

Peninsula Car Club
Lucille Kinzer, Secy.
P.O. Box 18,
Palos Verdes, Calif.

★ SPORTS CAR-TOON...by Bill Harmer



THE DUKE WONDERS...

WHO'D LIKE to take the blindfold test to pick the reason why the Santa Maria race was really postponed?

How many people know that Goodyear and a plug concern have both gotten the word about the advantages of racing and about to blast into the competition all the way?

If there's any truth to the rumor that Studebaker will stop just jawing about it in their ads and hit the market with a real sports car during 1957?

Why the blame isn't put where it belongs when the story about the photographer being hit at the debut of a local tract-

What West Coast will first Morgan with a TR-3 engine in the Estados Unidos?

What big-bore pilot and club wheel has finally seen the light and come up with the pesos to put him in an under-1500cc bomba?

Who the individual from the small club is that singlehandedly started the boycott that reportedly resulted in the low Ensenada rallye turnout and the postponement of the Santa Maria affair?

Whether the Women's Sports Car Club isn't glad of the postponement since it found itself on the spot for having agreed to work at an event not okayed by the Council?

If there's anything to the story that the waltz at the Paramount Ranch will be postponed and that there will be no races during late July or August?

How many people are going to get a real jolt when they find out how deeply certain club officials are personally and financially involved in the Paramount track deal?

Why the handling of entries was suddenly snatched from the very capable hands of the girl who has been doing them for the past several races?

If Al Torres' acceptance as race starter of the SCCA races is any indication that nothing will ever come of the projected L.A. International Raceway?

What dealer of a small car is the \$bags behind a new importation that hopes to steal the limelight?

If the Porsche people, who probably feel they are pleasing boosters of their bombs, realize that many racing drivers are screaming bloody murder because they can't fork over the gelt for new cars as fast as the factory puts out faster models?

How legit that tie was in the Press On Regardless rallye to Las Vegas (error in seconds on the nose)?

Why the info given to the press on 250 and 300 entries for Bakersfield (there were 168 official entries, some 30 more than Santa Rosa!!)?

LAUDS McAFFEE COVERAGE
MOTORACING coverage of the McAffee disaster was excellent and, on the basis of your fine Dean stories, I fully expect the forthcoming series to be in the same good taste. It does seem a shame, though, that your biggest stories derive from tragedy—perhaps this is the curse-disguised-as-a-blessing of journalism.

Jim Washburne
March Air Force Base,
Calif.

WHERE ARE YOU, CLIFF?
Can you please let me know how I may be able to contact a man by the name of Cliff Einrich, who used to be in the sports car business. I owe him some money for three years and have been unable to locate him.

Homer Stephens,
Reno, Nev.

HOW ABOUT THE POLITICIANS?
MOTORACING has been printing the deaths. This is not news. Drivers will get killed. It is part of the game. There is nothing in the constitution of the U.S. of A. that tells me that a man does not have the right to drive a car and eventually get killed. I care not to watch the slaughter. There is nothing that prevents the public from going to the races. I just do not choose to go.

It takes a lot of intestinal fortitude (guts) to get behind the wheel of a race-car. Now if the politicians will all start driving fast cars, the law of averages will take care of them and so eventually things will be equal.

However, I would indeed be remiss if I failed to state that this **MOTORACING** is a well-edited paper, and the best in the West.

Jay Gurey
Los Angeles 5.



Vignettes

by Gus V. Vignolle

NO MORE OFF THE RECORD CHIT-CHAT . . . CASE OF PETE WOODS

FIRST AND FOREMOST, hereafter all you bigwigs who want to impart startling tidings to this humble coolie with the proviso that "it's off the record," just save your breath. This has happened two or three times in the past few weeks. We remain silent like a boob and then read all about it in the other pompano wrappers.

No secrets, please, because our fine spy detail will get the news to us anyway. That "off the record" dodge is a lot of con. Please keep it to yourself.

One such "goodie" that was fed this way had to do with the proposed Paramount Ranch track, an ambitious undertaking by the Cal Club. Everybody in town knows about it, so you might as well.

Roughly, it'll be idyllic—a perfect course amid rolling hills and shady nooks, a Western Village, lakes, dormitory, picnic grounds, etc. AND a stock deal—with financial control in the hands of some of the Cal Club's officers, but with you still figuring in a profit-distributing promotion. More on this later.

Now about Pearce (Pete) Woods, the D-Jaguar pilot who has left the alleged, asserted and purported "amateur" ranks. He flew the coop at Kingdon last Sunday because he was going pro anyway in an Indy car for Pike's Peak on July 4.

First, the San Francisco Region of the SCCA bounced him for one year. They figured his conduct at Pebble Beach was out of line. This seems like a bum rap.

His brakes had locked tight. He was told to move the car. Heated words with SCCAers. Visibly shaken after the strain and misfortune, Woods pushed a worker who started pulling on the hood, then failed to answer a letter asking him to explain his side of the beef.

Came the suspension. Pete wrote to Jim Orr, apologizing profusely, explained the circumstances and his state of mind at the time. No soap—the Executive Committee reaffirmed its stand. He can appeal to the National Contest Board. Pete's a pro now, but it's just the idea of the thing.

This would be understandable with the L.A. SCCAers, not with the San Francisco Region.

Now, about this ridiculous amateur-pro business. Pete's a pro, but how about all the jokers who are on the payroll of dealers, distributors and other firms to DRIVE—and not to punch a clock. Dot's nice.

And how about these guys racing pro under assumed names? Dot's nice, too.

We suggest the clubs sober up!

Pete raises a good question—"Why can't we run together?"

Incidentally, Pete got Bill Darnold of Whittier to bolt at Kingdon . . . You notice all the big "name" drivers at Bakersfield? nail'd at Pomona?

It's tough coming up with that scratch for tires and repairs if you happen to work for a living and also just happen to be in the lower income bracket.

It is our guess that Jerry Austin will be next to pull the pin.

GRAND GUIGNOL—Who was that midget pilot who flipped here recently? . . . Ed Savin has on order a 2-liter AC with Bristol engine. They say it's a bomb on a tight course and will make it rough for the 300SLs. Ed may finally get to drive his famed No. 59. They're going to retire it so he can steer it to work . . . What a whopper that 14th anniversary shindig was at Coach & Horses, we do hear tell . . . Wedding band found at SCCA meet—"JWR, 9-8-51, with all my lub" . . . Work to start in six weeks at Ontario layout. Ho hum . . . Last March SCCA cancelled races set for April at undisclosed site; now Santa Maria postponement. Somebody somewhere is in need of a little direction . . . Poor Hal (Michelin "X") Moody. He goes to the hospital, hoping to get a couple of blurbs, and then El Presidente steals the play from him . . . Art White of the Mirror-News, ex-midget driver, goes in an MGTD at Pomona. He'll join the Bill, Steve Dredge-Bob Will contingent . . . Passenger cars can now be equipped with racing tires, says Firestone. And look what happened to those Firestone tires at Indianapolis.—Mannaggia!

Shelby Triumphs

(Continued from Page 1)

etta. Class G Turismo Production—Dick Wedesweller, Dyna Panhard. **SECOND RACE**—(Modified cars under 1500cc, 15 laps, 43.5 miles)—1. Richie Ginther, Porsche 550; 2. Carroll Shelby, OSCA; 3. Jack Hinkle, Offenhauser-Kurtis. Winner's average, 81.5 mph. Class F—Ginther. Class G—Ralph Miller, Lotus MK11. Class H—W. W. Betts, Giaur.

THIRD RACE—(Production cars over 1500cc, 15 laps, 43.5 miles)—1. Paul O'Shea, Mercedes 300SL; 2. Dr. Richard Thompson, Corvette; 3. Charles Wallace, Mercedes-Benz 300 SL. Winner's average speed, 76.6 mph. Class C—Dr. Thompson. Class D—O'Shea (Mercedes-Benz). Class E—Wm. D. Hopkins, Austin-Healey. Class F—Dave Tallaksen, Porsche 1600.

FOURTH RACE—(Modified over 1500 cc, 15 laps, 43.5 miles)—1. Walter Hansgen, D Jaguar. 2. Carroll Shelby, Ferrari Monza; 3. Lou Brero; D Jaguar. Winner's average, 86.8 mph. Class E—Walt Gray, Lincoln-Allard. Class C—Walter Hansgen, D Jaguar. Class D—Carroll Shelby, Ferari Monza.

FIFTH RACE—(First seven finishers in production classes B, C, D, E, F—25 laps, 72.5 miles)—1. Paul O'Shea, Mercedes-Benz 300SL; 2. Charles Wallace, Mercedes-Benz 300SL; 3. Dr. Richard Thompson, Corvette. Class D—Mercedes-O'Shea. Class E—Dr. Thompson. Class F—Production Other—Wm. D. Hopkins, Austin-Healey. Class E—Dr. Dick McGuire, Porsche 1600. Class F—Jerry Morton, Porsche 150SS.

SIXTH RACE—(100-mile national championship race, 35 laps)—1. Carroll Shelby, Ferrari Monza; 2. John Von Neumann, Ferrari Monza; 3. Sherwood Johnston, D. Jaguar. Winner's average speed, 84.1 mph. Class B—Walt Gray, Lincoln-Allard. Class C—Johnston. Class D—Shelby. Class F—Jack McAfee, Porsche 550. Class G—Ralph Miller, Lotus MK11. Class H—W. W. Betts, Giaur.

Woods Pro Victor

(Continued from Page 1)

minute affair, and the 15-minute Grand Prix. In the former, Bart Spiegelman was third with his supercharged Jaguar-Kurtis, and in the GP it was Earl Miller and his Miller Special.

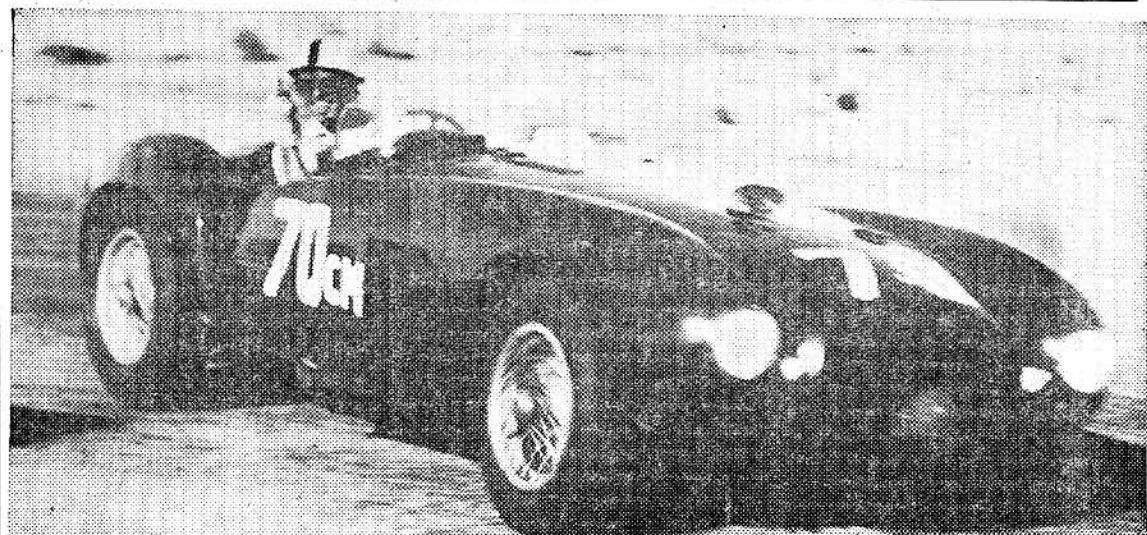
DARNOLD SCORES In the 30-minute under 1500cc modified feature, William Darnold, Whittier, bagged first money with his Porsche Spyder. He was followed by Jack Duncan, Stockton, in an MG Special, while Bill Thomas, West Covina, nailed third in his MG Special.

The 20-minute over 1500cc production event was taken by Bob Kudler, Los Angeles, tooling a Jaguar 140MC, with Hal Grist, also of L.A., second in a Jag.

PETERS WINS

Johnny Peters, Sherman Oaks, flashed his Porsche Super coupe home first in the 15-minute under 1500cc production race, trailed by Jay Barton, Whittier, also in a Porsche. Floyd Burt, Inglewood, was third in an MGTC.

The sanctioning Road Racing Register, Inc., said plans were already in the making for another event at Kingdon within the near future.



CARROLL SHELBY, the lanky Dallas driver, pilots a 4.1-liter Ferrari to victory in the feature

Mexico. Here, Shelby waves to the crowd as he zooms by the start-finish line. He lapped entire field, averaged 82 mph in the 25-lap 80-miler.

Robert W. Gray

Shelby New

Mexico Victor

By Robert W. Gray

Special MOTORACING Correspondent

FORT SUMNER, N.M., May 27.

—Carroll Shelby of Dallas kept on winning here today in the fourth annual "Billy the Kid Trophy race," sponsored by the Rio Grande Region of the Sports Car Club of America. Before some 5000 fans the Texan led from start to finish in a 4.1 Ferrari, and bettered 145mph down the long straight of the 3.2 mile course.

He lapped the entire field, including the second place car driven by Bobby Unser, a '56 Chevrolet Corvette, which had only 250 miles on it at the outset of competition. For 25 laps, a distance of 80 miles, Shelby averaged 82mph over a course of bumps, sharp turns and many puddles, left from the rain the day before.

The real battle was for second, Unser edging out Jim Lowe, Colorado, Mercedes 300 SL.

Shelby also captured the Rio Grande Trophy race of eight laps in the Ferrari. Unser, Corvette, was second, and Bill Barber, 4.5 Ferrari, third. Shelby averaged 78mph.

In the class D, E and F eight-lapper, Jack Hinkle, Kansas, Offenhauser-powered Kurtis, won at an average speed of 78mph. Chapman, OSCA, took second and Lowe, Mercedes 300 SL, came in third.

The Coronado Cup eight-lapper went to R. J. Bowyer, Utah, MG-A, followed by Randle, Porsche, and Hinkle, Offy-Kurtis. The winner averaged 62 mph.

The fifth race for class E, F, G and H was won by Hinkle in the Offy-Kurtis. Chapman, OSCA, was second, and Buddy Berlin, Porsche-Spyder, third. Hinkle averaged 78 mph.

Concourse d'Elegance results: 1. Mrs. William G. Barber (1953 Simca 9 Sport); 2. F. P. Mayer (Jaguar Coupe XK 120M); 3. Dr. Frank L. Parson (Austin-Healey Roadster 100). Sportsman Award—Sally Trussell.

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• Up the Straights

By Jim Mourning

NO TRUTH TO RUMOR THAT FERRARI POWERS OKER CAR

AND SPEAKING of under-rated drivers! In the event we were not, then leave us do so. More specifically, leave us speak first of one Bob Oker, the discussion of whom has generated some heat but blessed little light in these past few months.

All too frequently, we have heard the tearful plaint that the aforementioned lead-foot was an old meanie who was really running with a Packard engine under the bonnet—or words to that effect. Peculiarly enough, this most frequently wafted from the tonsils of those who had spent many an afternoon staring wistfully after the disappearing tailpipe of the Ed Savin Morgan which Oker pilots.

Now, we don't know Oker any better than we know some of the moaning and groaning drivers, but he never seemed the type to even dogear a wee corner of a regulation here and there.

Savin, the money man behind the machinery that Oker pushes around in these hangar hop-scotch sessions, we have known considerably longer and are just as reluctant to think he falls into this category.

TAKES WORK AND LOOT

Both, however, are the type who are willing to spend many hours and much loot in preparation. And we don't mean the fast plug change that often constitutes tuning among the production bomb kiddies.

But outside of personal feeling, what do we find? Although Oker has been running amok both hither and yon for a goodly spell, on one has stepped forth who is willing to blow the whistle officially. This despite the fact that his backers have offered to loan the necessary gelt to anyone with as much conviction as conversation.

Still, this is not conclusive, so we carted the supine frame over to Curt Warshawsky, the Chief Tech Inspector for the CSCC and a lad who knows his Morgans. He only laughed at the

suggestion that Oker might be more suitably attired in flowing cape and villainous mustache than jumper and bash bonnet.

When a search for specific accusations turned up nothing more definite than the contention that he must be bending some regulation to win so often, we went back to our first conclusion with a pure and shining heart. We feel that Oker is one of the Coast's better drivers. No Nuvolari, perhaps, but with a potential that is not yet fully developed.

TERRIFIC RECORD

To anyone with doubts, we suggest casting a bloodshot eyeball over the record. When there weren't enough cars left in a class after a recent bit of jousting at Torrey, Oker went up a class and still took home hardware. Installing tuned pipes and a warm cam for Bakersfield, Oker entered a modified-production and virtually chased the fenders off some of Signor Ferrari's rapid 2-liter wagons.

And the stock class laddies who heaved a sigh of relief when Oker turned up in modified-production can unheave it. We hear that a new, hotter production bomb is in the offing.

BONDURANT A COMER

While we're on the subject of Morgans, keep an eye on Bob Bondurant, a pilot with only a brace of derring-does under his safety belt. It could be that he will be the next chap to put his Morgan up where it will give class E dicers a severe case of indigestion from gulping too much exhaust smoke.

In the frilly Pirelli department, watch Ruth Levy, a comely lass from the frozen north who pushes a production Porsche around in a manner that has us wishing we could see her take a crack at a Porche Spyder. Could be we'd have an overall win in the ladies' (bless them) race by an under-1500cc package.

Well, that's yoo hoo and God love ya for this week.

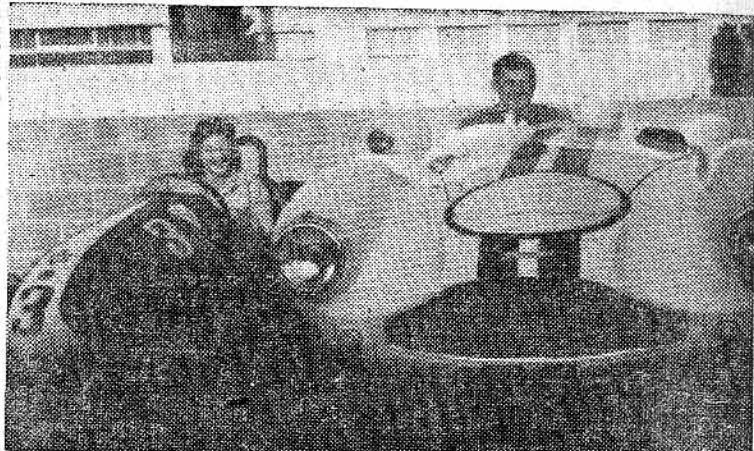
Bothwell Named Race Chairman

Lindley Bothwell of Woodland Hills, the popular owner of those colorful vintage cars and better known as the Rey of Rancho Rinconada, has been named race chairman on the 1956 Race Committee for the Los Angeles Region of the Sports Car Club of America.

A surprise name on the committee was that of Al Torres, the expert race starter. He will flag them starting with the Santa Maria road races, July 7-8. Torres had announced his withdrawal as starter for the "amateur" clubs when he became affiliated with the proposed L.A. International Raceway near Ontario.

Others on the committee include:

Chief steward, Charles Tillotson; pit and grid steward, Bob Gordon; pit steward, Jim Van Trees; crowd control, George Cary; course coordinator, Duane Alan; safety committee, Herb Welch; safety inspectors, Al Fleming, Dave Addison; course marshal, Art Gebart; announcer, Dick van Osten; communications, Buddy Wright; start, Al Torres; emergency control, Dave Davis; press relations, Mike Hamilton; course physician, Dr. Ross B. Thompson; race secretary, Jean Burkhardt; Women's Sports Car Club coordinator, Sunnie McBride, and registrar of entrants, Vi Jones.



Vignolle & Powell
BRUCE KESSLER, the Rose Marie Reid Swim Suit scion, behind the wheel of Joe Lubin's Aston-Martin DB3S which he will drive at Pomona races. Alongside is pretty Brandy Bristol in Bruce's Cooper Mk. IX, which he also will pilot. Latter car leads by 60 points in 500cc Club of America national standings. Below is Lester Nehamkin's closeup of Brandy, who rumor has it soon will be tying the knot with the young Beverly Hills sports car driver.

Phil Hill Nabs Fifth as Behra-Rosier Score

PARIS, June 10.—Sharing the driver's compartment of a 3-litre Maserati, Jean Behra and Louis Rosier kept the Ile de France road race laurels in France here today. Phil Hill, Santa Monica, was fifth in the 24-hour grind.



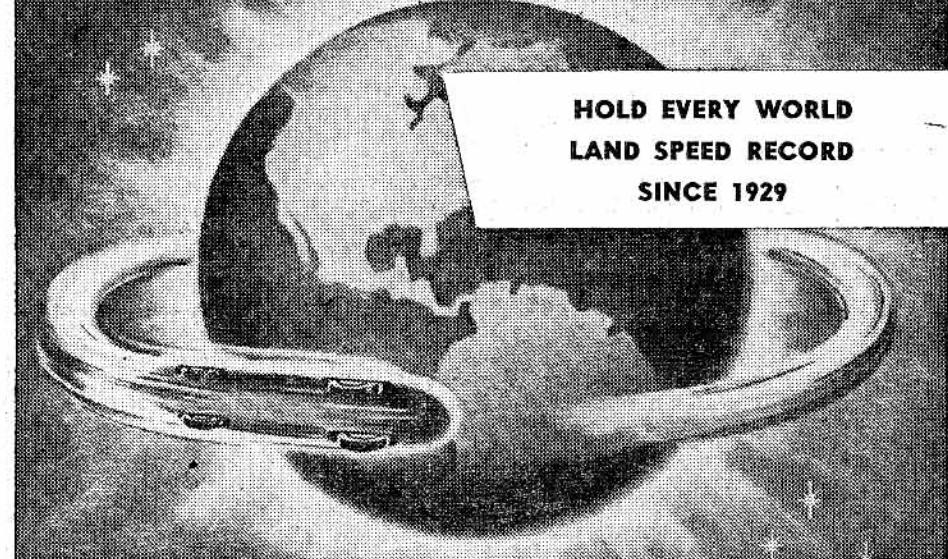
TWO BEAUTIES—Blonde model accentuates the new Swedish Volvo, which is drawing raves all over U.S. Host at L.A. premiere of the car last week at Hotel Knickerbocker was Leo Hirsh of Auto Imports, Inc. He had on display the Volvo PV444 two-door family sedan, powered by 70hp ohv engine which cruises at 80 and exceeds 100 mph. Ron Pearson drove Volvo to class wins in So. Calif. races.



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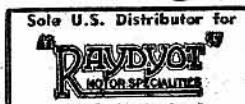
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Checkered Flag

By Art Laurin
Los Angeles Times Columnist

CORVETTE RULED 'TOURING' CAR BY FIA, AND THAT'S REAL LAUGH!

ACCORDING TO RUMOR, the FIA (bless its venerable soul) has decreed Chevrolet's Corvette to be a "touring" rather than a true sports car, whatever THAT is supposed to be!

In short, Corvette has no business trying to race. To delve into the semantic implications of the FIA grunt, 'twould appear that a Corvette has little acceleration, a modicum of top-end performance and wallows rather than corners. In other words, the Corvette is suitable only for boulevardiering rather than competition!

This FIA decree reminds your chronicler of the story of the bumble bee versus aeronautical engineers. According to the slide-rule experts, a lowly bee has too heavy a body and insufficient wing area. Obviously it can't fly—yet it does—and quite well! The FIA attitude toward Corvette is not dissimilar to that of the design-wizards' opinions of the bumble bee.

THAT CORVETTE AT PEBBLE WAS AN ILLUSION

Pursuing the FIA contention to a point of "no-return," it means that Thompson's "Corvetting" at Pebble was an illusion. Ditto for the jobs turned in by Johnny Fitch at Sebring and Pollack at Bakersfield. Since FIA, with an all-seeing eye, has dubbed Corvettes "touring" cars, the mechanical steeds we have been watching in competition are undoubtedly solidified figments of someone's imagination. And for Chevrolet to persist in striving for trophies in the face of the FIA dictat is tantamount to *lese majeste!*

It should be pointed out here that actually none of the imported jobs which form the backbone of sports car racing are true sports if the FIA makes sense. Jag, Austin-Healey, Triumph, MG, Alfa, Lancia, the Merc 300SL—all are basically "touring" cars.

From what one can assume to be the FIA viewpoint, a "true" sportster presumably is a speed-freak which, while equipped with starters, lights, multiple-speed gearboxes and generators, can only be operated by experts on race courses. And this chronicler deems competition Ferraris, D-Jags, Maseratis, Aston-Martins, 300SLRs, Gordinis and/or Bugattis as being in the freak category!

The classic definition of a sports car is as follows: a vehicle which, while adequate for ordinary motoring, still has exceptional qualities of braking, cornering and acceleration that enable it to perform in competitive events.

Thus far the Corvette seems to adhere to the above.

SOMETHING HAYWIRE WITH FIA PHILOSOPHY

Something, methinks, is wrong with the FIA philosophy: likely the "something" is the FIA itself! Now here we have a pontificating body which was formed at the diaper era of motoring. At that long ago time certain formulae were concocted. With rare exception, the norms established circa the turn of this tormented century have prevailed. Today the automotive era has passed puberty and is now wearing long trousers. Yet the FIA persists in carrying king-sized napkins and safety pins as it fusses and fumes, like a typical "mom" over whether sonny-boy (a decorated war vet) will be sure to wear his rubbers should it rain!

In many ways the FIA, to this observer, is as confused and in need of overhaul as are the Civil Aeronautical Regulations and the Civil Aeronautics Board. The latter group came into being during 1938 when civil and military aviation moved at a 150-mph average over 500-mile segments of airway. Today transports cruise at 300-plus mph with non-stop ranges in excess of 2200 miles. Still the carriers are hampered by the out-moded, limping philosophy of archaic 1938 decree!

CUMBERSOME FIA SLIGHTLY 'CONFUSED'

And so, apparently, it is with the FIA! To be charitable one can say that the groupie is slightly "confused!" Methinks the sport requires a vigorous reappraisal of existing formulae and a re-grouping (if such a word be proper at this point) of categories insofar as amateur sports-car racing goeth.

At the risk of boresome redundancy your historian again requests that categories be established according to price rather than engine capacities. Furthermore he respectfully nags the idea of adhering to a true code sportif: competing cars should be DRIVEN to the track rather than towed. Okay, hot-heads—fire and fall back!

ARNOLD TAKES DRAG HONORS

(Photo on Page 11)

KENNY ARNOLD, Los Angeles, drove a Cadillac-engined dragster 137.40mph down the quarter-mile San Gabriel Valley Drag Strip in 10.69 seconds to become top eliminator in the final day of the West Coast Regional Championship Drags May 27.

He won over Art Chrisman, Compton, whose Chrysler-powered dragster blew its engine in the final few yards in the waning hours of the National Hot Rod Association and General Petroleum Corp.-sponsored event.

The drags opened a series of nine regional championship meets to be held throughout the U.S. during the next two months leading to the National Championships at Kansas City, Mo., Aug. 31-Sept. 3.

More than 6,500 spectators watched nearly 250 hot rods compete in 21 classes. Winners include:

A/G George Matsumoto, Merc., 102.15; B/G Glenn Bonnema, Olds, 91.74; C/G Jerry Epperson, Olds, 94.53; D/G Dean Sedler, Chev., 91.09; A/A Jim Moran, Cad., 117.64; B/A Charles McCandless, Chrys., 109.89; C/A Dennis McIntee, Merc., 91.93; B/SR Doyle Steel, Merc., 90.18; A/R Pete Boss, Merc., 105.01; B/R William Safford, Chev., 105.38; A/OG Ted Cyr, Olds, 107.14; B/OG Denny Carisosa, Merc., 110.02; A/C Sam Brollier, Merc., 113.63; B/C Don Little, Merc., 122.11; A/H Angelo Cernenka, DeSoto, 132.64;

Drag Results

SAUGUS—JUNE 10

A Coupe—Mercier Bros., 90.99. B Coupe—Neal Deckels, 85.81. C Coupe—Johnny Corbett, 89.98. D Coupe—Danny Corbett, 98.48. E Coupe—Ishimaru Tsukashima, 96.90. G Coupe—Lees Speedshop, 110.44. H Coupe—Pancho Gonzales, 114.44. Roadster—Marcellus and Salsman, 103.49. J Roadster—Tommy Ferris, 109.49. K Roadster—Clyde Yandell, 114.64. L Coupe—Pancho Gonzales, 120.94. Dragsters—Fuel—Mike Vahanian, 126.39. Gas—Throttle Merchants, 118.82. Four Barrel—Virg Snaldiano, 122.45. Cycles—30-50 Gas—Ward and Johnson, 115.79. 40-Gas—Patty and Johnson, 118.87. 40-Fuel—Bill Johnson, 126.36. Stock Classes—A—Abe Snyder, 77.77. B—Dwane Weaver, 72.21. C—Bill Lee, 80.23. D—Mike Lanzarone, 74.82. E—Bert Sugarman, 85.88. F—Carl Scianina, 83.53. G—Hasty Chevrolet 88.56. H—Jerry Kockswell, 91.22. I—Suite and Fowler, 90.44. Sports Cars—Dick Bohman (Corvette) 85.56.

SANTA ANA—JUNE 10

Roadsters (A)—Altizer, 93.45; (B)—Reed Bros., 139.64; (D)—Coelho 139.64; Light coupe—Christman, 119.04; Heavy coupe—Ehrle, 103.09. Strip—Reef-Malard, 126.58. Modified—Hubbard, 119.04. Light gas flatheads—Jensen and Rue, 100.50; Light gas overhead—Ward & Taylor, 106.38; Heavy gas flatheads—Rogers, 82.64; Heavy gas overhead—M. F. Brothers, 98.03; Strip flatheads—Lejoie & Leblanc, 112.35; Strip overhead—Hart & McCantless, 113.63; Postwar flatheads—Ishimaru & Tsukashima, 97.08; Post-war overheads—Etienne, 95.23; Open flatheads—Burkhart, Burns & Erdman, 113.63; Four-bangers—Sanders & Pierce, 103.09; Sport Cars small—James, 79.36; Medium—DeCarlo, 78.74; Big—Schemm, 87.71; Modified—Powell, 103.09; 30-50 gas cycle—Staggs, 104.39; 30-50 fuel—Howard, 95.23; 40 gas—Gessner, 109.89; 40 fuel—Shorts Cycle Shop, 112.89; 61 gas—Harman, 100.50; Stock (A)—Gregory, 70.42; (B)—Lindley, 77.43; (C)—Cleem, 78.95; (CA)—Taylor, 78.42; (CAX)—Ritchie's Drive In, 86.95; (CX)—Coachman, 86.95; (D)—Shkorupa, 85.74; (E)—Johnson, 87.71; (F)—Ovidio, 80.24; (FX)—Coachman

SAN GABRIEL—JUNE 3

Dragsters—A C. W. Leath, 56. Ford, 71.48; B John Davis, 55. Chevy, 81.81; C Jack Stewart, 53. Olds, 78.19; D Frank Leinart, 40. Ford, 66.02; E Larry Head, 56. Dodge D-500, 90.63. Gas Classes—Coupes-Sedans—A Richard Bourgeois, Merc., 100.89; B "Townsmen" Car Club, Merc., '81; C Jim Thomas, Ford, 83.64; D Fullerton Muffler, Dodge, 87.04. Street Roadsters—B Bart Root, Ford, 92.

Roadsters—A Tamlyn & Solomon, Merc., 106.25. Altered Coupes-Sedans—B Crouch & Huerta, Merc., 90.81. Open Gas—B "Road Rebels" Car Club, Cros-Mere, 100.78. Fuel Classes, Fuel Coupes-Sedans—A Franzi Carey, Merc., 115.83; B Caughlin & Nicelson, Merc., 91. Hot Roadsters—B Paul & Gorves, Olds, 87.97. Competition Coupes—Sedans—A Ellis—Maiben—Biffi, Merc., 111.43; B "Road Rebels" Car Club, Merc., 107.45.

Dragsters—D Automotive Specialty, Flathead Merc., 121.78. Sports Cars—A Phillip Hoeffer, 55. Thunderbird, 88; B W. H. Musson, Triumph TR-2, 74.62; C John E. Ringo, MG TC, 59. Cycles—Gas S Tom Dunning, Indiana, 80.64; A Bob Barker, NSU, 65.40; D Jack Mohaffy, Ariel, 72.63. Top Time—D Automotive Specialty, Flathead Merc., 121.78. Top Elapsed Time—D Automotive Specialty, Flathead Merc., 11.64. Top Eliminator—A Fuel Coupe, Franzie Carey, Merc., 115.83.

POMONA—JUNE 3

Stock—A Lennie Kennedy, Buick, 86.37; B Pat Baner, '56 Stude., 84.19. C Robert G. Keating, '52 Stude., 78. D Mike Lanzarone, Buick, 69. Gas—Coupes & Sedans—A Les Kirkwood & Son, '52 Chrys., 89.44. B Duford & Jonathon, Merc., 87.70. C Joe Altzman, Chev., '93. D Ronnie Smith, Chev., '90. Fuel—Coupes & Sedans—A Don Montgomery, Chrys., 120.90. B Shortblocks, Ford, 92.82.

Altered Coupes & Sedans—B Shortblocks, Merc., 102.38. Competition Coupes & Sedans—A Mark VII, Merc., 109.70. Street Roadsters—A Yandell & Sons, Cad., 113.60. B Al McGeechey, Merc., 83.20. C Russell & Croskrey, Ford, 91.50.

Roadsters—B Jim La Duke, Merc., 100.55. Hot Roadsters—A Harry Cross, GMC, 76.01.

Dragsters—John Bradley, 121.13. Open Gas—Shortblocks, Ford, 94. Fuel Cycles—A Nard Johnson, 8 Ball, 114.94. B Mahony & Johnson, 40. Triumph, 124.69. C Pat Franz, The Hog, 103.41.

Sports Cars—Roadsters—A Don Riccardo, Merc-Benz., 96.46. B Shortblocks, MG, 69.40. Top Eliminator—Ira Mahoney & Johnson, Triumph, 122.

Top Time—Ira Mahoney & Johnson, Triumph, 124.69.



Lester Nehamkin
SALES ZOOM—Cause of all the smiles is the sale of 2000 Triumph TR2s and TR3s in only two years by dealers serviced through Cal Sales distributorship. John Warren, director of export sales for Standard-Triumph Motor Co., Coventry, England, manufacturer of the car, beams behind sign telling the story. At right, Paul Bernhardt, service manager and secretary of Cal Sales, congratulates Dorothy Deen, executive vice-president of the organization.

ATTENTION, ADVERTISERS

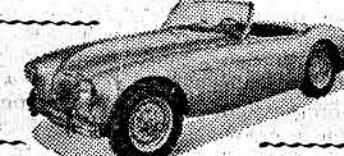
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The Inside

By Flavio St. Germain

Scribe Gives Twin Barrels to Volkswagen, Jaguar, CSCC

"If a writer is so cautious that he never writes anything that cannot be criticized, he will never write anything that can be read. If you want to help other people, you have got to make up your mind to write things that some men will condemn"—THOMAS MERTON.

BLESS OUR old fibula if we aren't pleased as Punch that the paisanos are becoming more and more Simca-conscious (Volvo, too) and letting up on the Volkswagen bubble . . . especially since the spirit medium again imparts rumbles that you can't get one of the Krautkars from some dealers, UNLESS you swing for extra-curricular trappings that include a smog horn, garbage disposal, spare jump seat (in case Bridey Murphy shows up), air mattress, tire chains, baby bottle warmer (that plugs into the cigar lighter), rooftop carport (in case of a Martian invasion), a siren and a vibrator that unwinds you behind the ears and at the base of the skull.

• • •
It is a sad commentary indeed that we have yet to hear ONE good word about the upper-echelon Jaguar outfit here—that's the one which had some sort of a preview at a Beverly Hills hostel not long ago, wheeled every car out of the joint at 6:45 p.m. and shut off . . . (oh, nuts), this at an invitational affair that clearly stated was to run up to 7 p.m.

Anyway, the other night we were talking to a nice guy by the name of Jerry Austin, and we gathered he is downright sorry that he popped a little over 10 grand for one of the D-Jags.

Do you know that Jerry can't get parts for his car . . . nor service! Sounds incredible—but it's the truth. "I like to drive," lamented Jerry, "but I'm no mechanic and I can't fix the thing." Does the distributor here do anything for him? . . . NO!

Jerry (with Sherwood Johnston) won the last six-hour enduro with that boat at Torrey Pines. He got a good measure of ink (publicity, Herman!) for the marque; in other words, his driving and the performance of the machine was brought to the attention of a lot of potential buyers.

HE WANTS TO PAY

Unlike a lot of other hooligan drivers, Jerry doesn't want anything free. He pops for everything he needs. But do you think he gets just a sprinkling of help from the distributor?

Jerry Austin was just about voicing the sentiments of Pearce (Pete) Woods, who has scored two big victories with the same type of car. Pete also told us a short time back about the deplorable local situation.

The only time he got any action from the Jaguar people was when Lofty England, the marque's racing nabob was here from Jolly ol' Britain. He got on the pipe to New York and asked that a complete gear box be sent over here in a hurry.

In three or four days the thing was here, whether it came from Coventry or NY we don't know. But it got here in ample time so that the car was ready for a race.

But if Lofty England had not been here, Woods would still be waiting for his gear box.

If there happens to be a bloke named Mister Jaguar in Britain, we are going to make certain he gets a copy of this column so he can see the fine public relations the marque is getting around this neck of the timber.

One of the winners—imagine! —was telling us how absolutely miserable that Bakersfield deal was . . . far too many races, heat, no spirit whatsoever, burn crowd, etc. He called it a glorified gymkhana. We understand the Cal Club dropped around \$5000 on this one, but they can stand it because they have a sweet little cushion after tremendous hauls at the last Torrey Pines and Santa Barbara spins.

Incidentally, do you CSCC members remember the then race chairman (now president) intoning for the ailing Ray Frug, croaking about the complete financial report of the club to be published in the group's News Letter? And he told MOTORACING he would get the "approval of the board" (a wonderful catchphrase) so that the report could be published in this paper. This was at the last general meeting Jan. 4 — MORE THAN SIX MONTHS AGO!

Well, dear members, have you seen that report?

Unless you belong to the heirarchy, you pay your race entry fees, pop for the monthly ragout or rubber chicken and that's it!

You are only a hooligan member. You attend ONE general meeting a year, listen to some one rattle off a long string of numbers that comprise the financial report—and nada mas, brother.

Letters have been printed in MOTORACING from Messrs. Robert Henry, Frank Helton and others asking where that race gate dough goes.

Wrote Henry, in part: "I would like to know where the 2-bucks go. I feel that a financial statement should be published in say, MOTORACING, after every race, or major event, by the sponsoring club. I think the sports car public should know where their money is going! After all, it is still an 'amateur' sport, and trophies don't cost 60 grand. Most clubs give a financial report or statement after their events (at least to their members). I think the California SCC and the SCCA (LA), plus the other racing clubs, should do the same."

In a subsequent letter, a Mr. A. F. Gebhart, lambasting Greswick von Kneissel for his harpoon at the SCCA, wrote that after every race and at each meeting, the SCCA treasurer's report is made to the attending membership.

REALLY TRUE-BLUE

And is the holier-than-thou CSCC outfit, which has given the bounce to Parravano, Newlon, Bellesiles, Beavis, et al., for pro participation, closing its eyes to others who have been racing pro under assumed names?

And is this holier-than-thou outfit, which sent out a release denying published reports (in MOTORACING) that a certain driver was not racing pro at Kingdon but instead competing "amateur" at Pomona, aware that said driver is a PRO AS OF RIGHT NOW?

HOW DOES THAT GRAB YOU?

Come on now—let's get off that kick. You're not kidding anyone. And you know WHO we mean!



ALAN F. BETHELL
Now Executive Vice-President

Bethell Boosted by Standard-Triumph

Alan F. Bethell, Pacific Palisades, Calif., has been appointed executive vice-president of Standard-Triumph Motor Co., Inc., New York, which imports the Triumph TR3 sports car to the U.S.

He is in his 19th year in the automotive field and has been with the Standard organization for 16 years. Since 1954 he has been West Coast manager.

Well known in West Coast automotive circles, Bethell holds an SCCA competition license and has earned a reputation as a competition driver both in Europe and in America.

He and his wife Doreen are planning to reside in Westchester County, N.Y.

'Cycle News On KHJ Radio

"Southern California Motorcycle News," featuring Gil Stratton and Don J. Brown, will be broadcast every Monday at 8 p.m. on KHJ radio, 930 kilocycles. They will bring you the latest news and views about motorcycle activities in Southern California.

Through the medium of tape recorded interviews, well-known celebrities will voice their opinion of motorcycling, and personalities directly connected with the sport will appear regularly on the show.

THE ERNIE McAFFEE STORY

By Gus V. Vignolle
(Second article of a series)

WHEN DEATH took Ernie McAfee last April 22 at Pebble Beach it took a rugged competitor whose love for racing dated back to 1929, when he was 12 years old.

We recounted in the first installment how the late great sports car driver, who knew his Ferraris inside out, began building hot-rods and racing at the dry lakes.

From there on in he developed into an expert automotive engineer.

When he was 20 he designed and built three race cars, two of which bettered existing world's records for each class entered. He designed two complete internal combustion engines, worked on initial designs for dual carburetion with complete isolation, using four Venturi, and then delved into individual cylinder carburetion.

And he also completed combustion chamber designs for L head engines and finished an aero-streamlined body for a race car-straightaway type.

TOOL AND DIE MAKER

Late in 1938 Ernie worked nights as a tool and die maker, operating his engineering shop during the day. Then he went into oil well engine installation work, followed by installation of butane equipment on trucks and passenger cars.

But during all this time he never let up on his engineering work in the carburetor and race car field. In 1941 he was with North American Aviation in precision gage making. During 1942 he was in tool engineering at Douglas Aircraft under the aegis of the U. S. Army Air Corps.

Competitively, the hot-rod stage was followed by the youngster's interest in motorcycling,

engaging in the Big Bear run and other cross-country events. However, he kept working on cars—always seeking to make them go faster, faster.

WORKS FOR LEE

While still at Douglas, Ernie came into the employ of Tommy Lee, the late millionaire playboy and heir to the Don Lee Broadcasting System. It happened after Ernie converted his roadster into a streamliner and beat Lee in two out of three races. Lee was tooling a \$22,000 320-cubic inch Kurtis-built Offenhauser.

Ernie's new job was handling the Don Lee shop, but mostly taking care of Tommy's collection of expensive racing cars. Ernie McAfee was really at home.

(To be continued.)

TOP BARGAIN

Bargain of the year, \$2 for one full year of MOTORACING. Blank on Page 3.

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• European Scene

By W. Robert Nitske

MOSS AND MASERATI COME BACK TO WIN IN TREMENDOUS STYLE

LUENEBURG, GERMANY—In the last report I had mentioned that Maserati had announced their suspension of racing participation, temporarily at least until some technical problems were solved. This information was carried a few days after I wrote about it by the press here. My information came from some of the press who had attended the Mille Miglia and were close to the Maserati people.

On the following morning I was in the office of Alfred Neubauer again at the Mercedes-Benz plant, talking to Karl Kling, when Stirling Moss walked in. He had just driven a Vanwall to a victory at Silverstone the day before and had come to pick up a 220S model to drive to Monaco. Moss was elated over the successful Vanwall and in true British fashion said that it was actually a better car than the Lancia of the year before. He was terribly disappointed in the performance of the Maserati and was most unhappy.

VICTORY FOR MOSS

Moss felt that the withdrawal statement from Maserati, or attributed to them, was not correct; but he said that as a driver for them he would probably be the last to be notified of the stable's intention. At any rate, Moss was on his way to Monaco to drive. He took several bundles of trophies, wrapped in brown paper and looking as unimposing as bundles of laundry, and drove off.

The results were that Moss drove a Maserati and won the Grand Prix at Monte Carlo. He took the lead at once and never relinquished it. His average was 104.5 kilometers per hour, or 64.89 miles per hour. Fangio, driving a Lancia-Fer-

rari, placed second, after a mishap when he hit a wall slightly, during the 32nd lap. He took the car of Collins in lap 54 and placed ahead of Behra on Maserati. In the last lap Fangio made the fastest time, but his excellent driving was not quite enough to catch Moss, who was the first English driver ever to win at Monte Carlo. The 100 laps around the houses took their usual toll of cars. Musso lost his Ferrari on the second lap and Shell smashed his Vanwall in a turn also early in the race. Castellotti lost his in lap 15.

In championship point standings Fangio and Moss both have eight points. The first championship race was the Buenos Aires Grand Prix.

• • •

TERRIFIC FIELD

In Munich I talked to Herrn Pfuhl, the press chief of the ADAC, the sponsoring body of the 1000 kilometer sports car race on May 27 at the difficult Nuerburg Ring. Moss had indicated to me that he may drive for Aston Martin there. The announced participants were the elite of the sports car racing world. Ferrari would bring his new 3.5 liter V-12 cylinder machines which developed now 335 horsepower and should reach 350 eventually. The proven 3.5 liter 4 cylinder machine, successful at Sebring, would, of course, also be used. Fangio, Musso, Castellotti and Gendebien, and perhaps, Schell, and Trintignant would be their drivers. Maserati had entered the new 3.5 liter six cylinder, the 3 liter and the 1.5 liter machines with Behra, Perdisa, Giardini, Taruffi and Moss driving.

(EDITOR'S NOTE: Moss won this one in the No. 2 Maserati.)

Three Injured in Vallejo Mishap

Victory in an accident-marred 100-lap feature of ARA sprint car racing at Vallejo May 30 finally went to Ernie Miller of Concord on the West Coast Speedway strip. Jack Frost was second, Jim Bloberger third, Bob Gibson fourth and Floyd Magnus fifth.

On the 9th lap, Bill Hobbs of Vallejo hit the crash wall and flipped twice. Mike McGreevy, leader at the time, slowed up unexpectedly and was struck by Lamar Barron's mount, with McGreevy's car bursting into flames. The latter suffered back

and leg burns. Barron a fractured leg and assorted cuts and Hobbs emerged with a dislocated shoulder and minor lacerations. McGreevy had posted fast time of 24.51 seconds and had won the 3-lap trophy dash in 1:42.82.

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Challenge of the Century:

RACEWAYS CAN BENEFIT AUTO TRAVEL

By Hoosier H. Hyram

A LITTLE HISTORY TO WHET THE APPETITE

(Third of a Series)

CORONER BLACKWELL'S inquest into the death on the first day's racing, August 19, 1909, at the Indianapolis Motor Speedway, did not find speed nor the race as the cause of death. Instead, it was found "... that a ditch 20 inches wide and two feet deep which the car encountered after leaving the course, was the cause of death, by upsetting the car on top of its occupants . . . the driver and his riding mechanician."

Another interesting facet of this inquest was that "... management expected accidents because they had ambulances ready, indicating responsibility . . ."

The AAA failed as a medium with a mission of, by and for the motorist, viz:—conflicting, confusing highway markings, urban-congesting route and divers regulations, rules, statutes and ordinances confronting interstate motorists. The new United States Auto Club could well consider taking up the long neglected need for adequate, uniform laws and segregated through traffic routing. The obvious oversight, if not deliberate blindness to this need by motor associations leaves them all vulnerable to any organization which will come forward to pace this lap in the tardy race for safety and adequate place and space for automotive's speeding transits.

RACING CAN SET PACE

Let auto racing again win its place as it once set the pace, disproving, proving and improving motor motivation for the benefit of automotive advancement and building new raceways designed for safety at higher speeds that will benefit planners of rapid-flow auto travel for the general public.

To do this with any hope of success, the racing fraternity would have to come before the American public armed with credentials proving the best construction, contour, design and safety factors for new highways.

Auto racing's reflections from its own rear view mirror may reveal interesting glimpses of history from which to formulate an answer. Auto racing was not hatched from the same egg as the horseless carriage. Auto racing, like the automobile, was manufactured by man.

A promotion to bolster circulation for the Chicago Times-Herald found the yet unnamed automobile an opportune item for exploitation. Five hundred dollars was divided between three winners from thousands of contributions and suggestions, not for "Automobile," that was yet to come, but for the name "Motorcycle."

A purse of \$5000 also was posted for a contest between the motored vehicles of that year 1895. More than 80 applications were received but only six starters finally appeared. Of the six starters only two finished the 10-hour grind. The winning "Motorcycle" was a Duryea No. 5, averaging 5.05 mph for the 52.4 mile distance, then a world's record for speed and endurance.

Hundreds awaited at every

corner of the course and thousands braved the cold and snow of November to watch along the route. Only a few, less than 50 in fact, were at the finish line. Opinion of that era never expected the contraptions to hold together or keep going that long.

The unexpected performance of a machine being made more fun of than Fulton's Floating Folly and the public interest in the event turned the new inventors and experimenters to competition to prove, improve, advertise and sell their creations.

By 1900, only eight years after its invention, 2500 horseless conveyances were in operation in this country. That year the steering wheel (instead of levers and tillers) appeared, the first engineer's certificate was issued to an operator by New York City and the first road race was held (on Long Island from Springfield to Babylon and return). When the first track race had been held on the mile circuit of the state fair grounds at Narragansett, R. I., electric models out-ran gas buggies in five one-mile sprint events, which prompted gasoline motor makers to turn to longer races for promoting their models.

Everywhere the curiosity seeking public began appearing to watch the puny, pulsating, puffing performances, and thousands became interested in the unbelievable endurance and speed and hundreds were induced to try and then buy the cars now being called Automobiles, from the French word "l'Automobile."

(To Be Continued)

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CSI



Rallye Roundup

By Buzz De Bardas

SANTA MONICA FCC SYSTEM ON STAGING RALLYE PAYS OFF

WELL, I THINK this copy about winds up "HOW TO PUT ON YOUR OWN RALLYE," and I can then return to the problems of the competitor.

I'm often asked, "How do you get folks to come and run on a Rallye?" and then, "How do you get them to come back again and again and again, and then one day join the club?" I think the old story about "building a better mouse trap" is part of it.

Since I am a member of the Santa Monica Four Cylinder Club, I would like to mention the system they use, that seems to work. A member will volunteer to put on a Rallye about two to three months prior to Rallye date. After it is all laid out, the Club V.P., who is also the senior Rallye Master, runs the Rallye to check speed, distance, time, checkpoint locations, coffee stops and the safety of the Rallye.

DRUMS START BEATING

Next, publicity goes out to MOTORACING and all the local newspapers and radio stations — this should usually take care of getting the folks out to your Rallye.

The next point is how to get

them to come back — Santa Monica has adopted several nice rules that seem to make everyone happy. Each checker is handed a Club 24-hour watch prior to starting for his checkpoint. These watches are carefully synchronized with our master 8-day ship's chronograph. Then, approximately 30 minutes before the first car starts out, the Senior Rallye Master again re-runs the route, checking the position of the checkers and coordinating their watches with his master clock.

Another point I'm pleased about is our time cards (idea borrowed from the LBMGCC), with the reverse side of the card serving as a postcard. Within a day or so after the event the results are sent out to each competitor.

Last, but not least, the Senior Rallye Master is usually at the finish line along with the Rallye Master. They answer questions as well as take complaints. SMFCCA also hands each competitor a "Bitch" sheet to be "X'd" in to give his opinion. What the folks don't like, they don't get any more.

Next issue — into more problems of the competitor.

FORMULA III RACING

By Mike Siaakoles

AT THE 500 meeting June 4 we were fortunate having as speaker Russ Kelly. He was one of the very first to build and race a 500cc car here in the West.

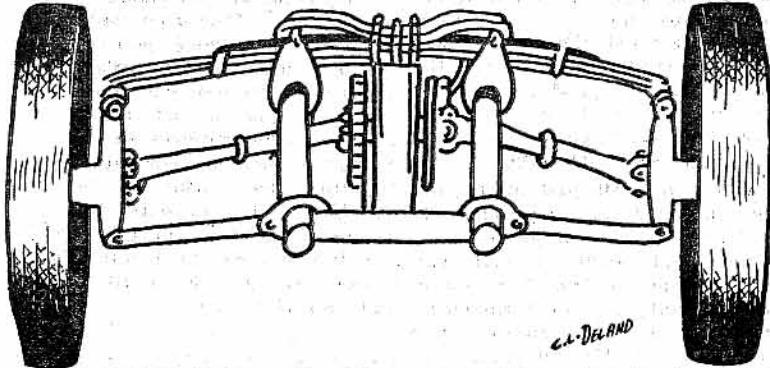
He gave an interesting talk on preparing and maintaining a JAP engine. He was pelted with questions, and the discussion that followed was quite interesting as well as helpful.

Robert Ferguson, of Dallas,

of U. S. entries. This will be confirmed in a later issue.

A major problem in building a 500cc car is the rear axle. There are many types, but perhaps the most simple of them is the beam axle. It consists of two hubs, a brake and a sprocket. This axle is made very similar to the one used on midget race cars. The only difference would be the adding of a sprocket instead of ring and pinion gear. This axle can give the desirable characteristics of the De Dion type, but problems such as chain flexing and radius must be worked out as well as the increase of unsprung weight in the finished car.

Cooper has come up with a



THIS SKETCH shows the Cooper rear axle as now used on the Mark IX and X models. The drawing does not show rear shocks.

Texas, recently became a 500 member and has purchased a new Mark X Cooper with a d.o.h.c. Norton engine. Ferguson also made 500cc racing enthusiasts of several other Texans and we shall shortly see an active Texas Region of the 500cc Club.

It has been rumored that one of the sports car competition enthusiasts will be bringing in a number of used British production 500s to swell the number

fine rear suspension and improved on it through the years. But basically it still remains as it was used on the first car built. Now the rear wheels have a five-degree negative camber and wider bearing areas on the outer vertical members.

This has cut down the rear-steering effect that this axle has. The unsprung weight of the Cooper has been cut down by the use of a single inboard spot brake instead of two outboard drum brakes, which alone is a saving of 20 pounds in weight.

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TOP GRAND PRIX MOVIES

By Maury Powell

At last week's regular meeting of the Los Angeles Region of the Sports Car Club of America, a color sound film, running more than two hours, was shown. The overflow crowd at Pointsettia Playground clubhouse acclaimed it an outstanding hit. It was the first public showing of "Grand Prix '55,"

the product of Bill Southworth, of Encino, who shot 85 per cent of the footage in Europe. The commentary was by Dick Van Osten, of Reseda, well-known race announcer. Following is a review of the film, by MOTORACING's Maury Powell, after its press showing a short time before.



VIGNOLLE & POWELL
SOUTHWORTH (at the projector) and VAN OSTEN

A LOT of us sports car fibelists, for a multitude of reasons, will never have the opportunity of visiting Europe to view the famed road races on t'other side of the pond.

Consequently, we get our kicks on the subject by perusing motor books, chatting with those who've actually crossed the Atlantic, or attending movies.

It is the last-named matter we're concerned with in this piece. If ever we had a reason to uproot the whole she-bang and hie ourselves off to Europe, it's because we're still dazzled by the terrific production titled "Grand Prix '55."

This masterpiece of 16mm color film and sound may lack the completely professional touch, but this factor adds, rather than detracts, from the footage. The completed product reminds one of a John Nesbitt travelogue. Its informality and lazy segways from one race site to the next leave you with an un hurried aspect that permits full enjoyment of the film.

Bill Southworth, veteran of photo-reporting for many auto books, has made a neat transition to the movie camera. He followed a pattern of putting himself into the role of a first-time visitor to such sites as Pau, Monaco, Spa, Aintree, Silverstone, LeMans and the Mille Miglia.

Along with the victories and heartbreaks of the contestants, you get a vivid impression of what went on among the paying peons. Scenic effects tied for applause with torrid, close-up racing action. You got intimate glimpses of the greats — Fangio,

Behra, Taruffi, Ascari, Moss, Castellotti, Hawthorne, Kling. Even Ken Miles.

You got the full flavor of the inter-country rivalry and the identifying red of Italy, blue of France, silver of Germany and green of Britain on the speedsters suddenly become apparent as never before.

To Southworth's fine footage was added some provided by Dusty Mahon, Hollywood bon vivant and travel agent de luxe, and Jesse Alexander, an American sports car fancier now residing in Switzerland. And to the overall product Dick van Osten lent a sympathetic, casual narrative whose apt descriptions all but sandbag you into visiting the aforementioned Mahon and signing up for an immediate voyage. Dick also recorded the on-the-site sound.

A ride on Germany's Monorail, a gander at Switzerland's unique Girobus (which generates power drawn from an overhead apparatus when the bus stops at certain regular halts, but requires no overhead trolley wiring or tracks), and a few moments at the Swiss Racing Drivers' School are "goodies" tossed in free.

A critical group of newspaper and magazine sports car reporters attended the press preview at Jimmy O'Brien's Fireside Inn. For a change, they all came away suddenly uncritical.

Southworth's Grand Prix '55 film is available for rentals. He may be reached at 5100 Woodley Ave., Encino, Calif.; telephone STate 9-6223. Tell him you read about it in MOTORACING.

KRETZ PILOTS TRIUMPH 'CYCLE TO THRILLING WIN

RIVERSIDE, Calif., June 13.—Final motorcycle races of the spring season will take place at De Anza Park here June 24. Four races are scheduled for the fall.

Eddie Kretz, Monterey Park, riding a Triumph, won the 15-lap main June 3 after a neck-and-neck battle with C. H. Wheat, Riverside (BSA), and Jimmy Phillips, Santa Ana (Harley Davidson), who placed second and third, respectively.

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Manney on the Mille Miglia:

Thousand Miles Underwater

The Rover Boys and Their Italian Submarines

By Henry N. Manney III

MOTORACING Staff Correspondent

BRÈSCIA, ITALY—"Well, bless my camshafts!" cried Uncle Enzo as five of his favorite boys emerged dripping from his amphibious Ferraris in the Mille Miglia after blowing off the cream of the Continent's drivers and cars through a tempest so torrential that just a few hours after the last racer had

Henry Manney III passed, the Good Food & Stogie road was once again closed because the River Po had slopped over near Piacenza.

Of course, it helps to have a large portion of aforesaid cream in the persons of Messrs. Castellotti, Collins, Musso, Gendebien, and just in case anyone feels headachey that day, World Champion J. M. Fangio. Opposing them was a strong Maserati team, including Bordoni, Perdisa, Taruffi, Gerini, and last year's winner, Stirling Moss.

There were a couple of privately-owned Jaguars, one a special coupe and the other an XK modified, and a determined individual named D. Pache put his trust in a Studebaker Golden Hawk. Mercedes did not participate officially but had Neubauer on hand to aid a strong contingent of 300SLs hot after the Gran Turismo category led by Metternich, Seidel, Von Trips, Pollet and Fritz Reiss, well known from Mexico, and Le Mans Enzo, of course, was not to be caught napping there.

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1950 DATMLER Special sports series drophead coupe. Barker coachwork. Perfect condition. 30,000 miles. Complete overhaul. \$3200. Will consider offer. Want Mercedes-220 convertible or S.S.100. Apt. 10, 5049 E. Broadway, Tucson, Arizona. 5-8715.

8x10 PRINTS AVAILABLE, order only, of any of the Jimmy Dean pictures which have appeared in back issues of MOTORACING. \$1 each. Send to Box D, MOTORACING, 8826 Sunset Blvd., Los Angeles 46, Calif.

328 B & W MOTOR, new parts, gear box complete, 55 BMW motor and transmission. 5 knock-off wheels with adaptors. R. Brockett, DI. 7-3521, 19910 Wells Dr., Woodland Hills, Calif.

GEORGE BEAVIS' No. 10 chassis, body and suspension. \$750. Other chassis frames available on request. 11740 Long Beach Blvd., Lynwood, Calif. NEWmark 2-3661.

1956 SIMCA DELUXE, 4 door, only 2000 actual miles, radio, heater, white wall tires. Must sell, save \$250. Jim Moore, 1531 Riviera Dr., Santa Ana, Calif. KIMberly 7-2856.

SEE BEE—The pretty redheaded girl attendant—for Dunlop Tires at Mohawk Service, 15711 Victory, Van Nuys. Call her ST. 0-9202.

MARK V JAGUAR, mint condition. Saloon, whitewalls, R&H, all original, black lacquer. Sale, payments \$31 or trade. Desire pickup. PO 6-4456.

ALLARD 1953 K-2. Fully equipped with Cadillac engine. Car in concours condition. \$2195 or near offer. Moss Motors, Ltd., 5776 Venice Blvd., L.A. 19. WE 8-6317.

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2 FACTORY 1500cc engines. Brand new and complete, \$392. Moss Motors, Ltd., 5776 Venice Blvd., L.A. 19. WE 8-6317.

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FERRARI. Late "MONZA" types. Choice several. Must sell due to overcrowded racing stable. For information call or write: John von Neumann, 1219 No. Vine St., Hollywood 38. HO 2-6861.

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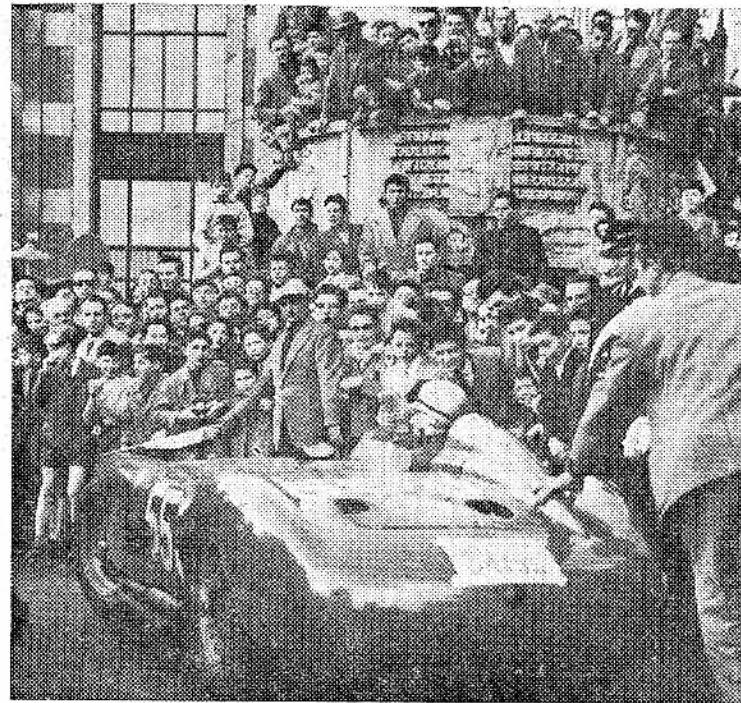
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SPORTS CAR INFORMATION CENTER—Quick and accurate information on "Where to buy it"—"Where to have it serviced"—details on current events, etc. Call EMPIRE 2-4157.

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Henry N. Manney III

TARUFFI LEAVES INSPECTION AREA

the immense battery of lights on the front . . . you would hear them change down for the first half of the S bend; the five speed boys going down to third and the four speeders the same; accelerate through the railroad underpass, down a gear again for our corner and BOOM through the bridge, which was quite a long one and of the railroad type . . . all boxed in and I beams and thus acted as a peachy amplifier. You got so you could tell what was coming from the noises offstage and it got to be easy when the 750 sports started coming through as they make twice as much row as any of the GT cars.

Chiron and Cappelli came by very fast as did most of the others, but the pace was already weeding out the unlucky or badly prepared. A Stanguellini and a Park rd had been off the road already and Celani (Giaur) came flying into our bend too hard, got all sideways, jumped on the binders, chased half the audience down the bank into the chicken farm, and carried on. Just after that Garavini (Bandini) coasted to a halt under the light and sought to find out why he was running sour. All he had for tools was a pencil flashlight but he eventually fired it up and went away, leaving a big puddle of oil.

SUDDEN DISAPPEARANCE

It was very interesting how different cars took a sweeping and slightly bumpy corner. The Panhard derivatives of course came through with all the taps turned up while the Stanguellinis, et al., seemed to do a lot of throttle massage. The Porsche Speedster was very quick, using the approved "wischen" action, but the neatest of all was one of the first 750 sports who apparently didn't shut off at all but drifted around and disappeared into the darkness so quickly that nobody got his number.

The sun arose on a drizzly day and so did we just in time to see some of the 1500 sports come in. Some of the boys had been suffering from an excess of zeal and had either burst their engines or gone out through the bean fields including Zannini (Stang.), Giacobi (Alfa) who pulverized spectators in a 1900 Fiat, and Swiss driver Berney, who lost his Giulietta SV on a curve at Bastia, where five other drivers were to go off, hit a tree, killed himself and badly injured co-driver, Badaracco.

Castellotti (12 cyl. 3.5 Ferrari), in spite of having done an average of 119 to Verona and 120 to Padua, had Collins, Taruffi, Moss, Musso, and Fangio snapping at his heels and wasn't about to hang around.

We arrived at Firenzuola and

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100-Mile Stock Car Race at Sacramento

SACRAMENTO, June 13.—Contracts were signed today to stage a 100-mile Grand National Circuit stock car championship race Sunday, July 8, at the California State Fair Grounds here.

Representatives of the State Fair Board and Promoter Charles A. Curry settled on details, in conjunction with Regional Director Bob Barkhimer of the National Association for Stock Car Auto Racing.

Terms set the purse at \$4600 guaranteed.

Time trials will be staged the same day, from noon to 1:30 p.m., and the 100-miler at 2:30 p.m.

ly don't think he noticed a soul on that corner.

At Brescia it was raining harder than ever and the finish line looked like a toadstool factory what with all the umbrellas. First car in was Michy in his Renault, having led all but 25 km. of the way and he was followed by a steady stream of the more enterprising small cars including our old friend Sgorbati, who succeeded in grabbing the lead again when both Gorza and Moroli blew up between Bologna and Piacenza and romped home at an elapsed time of 13.6'42".

What happened to the Porsches is a deep dark secret.

Castellotti, as you know, charged in with a big rooster tail and was lifted from his car looking as if he had spent the night road testing a Bendix washing machine. He completed the course in 11.37'10" which is no record for cars but may be for submarines—or 137.4kph. He was followed in at respectful intervals by Collins (4 cyl. 3½ lt.) and Musso ditto and almost an hour later by Fangio in the other 12, who in turn was shadowed in by Perdisa in the only remaining big Maserati.

CASTELLOTTI AGAIN

Notwithstanding the rain the

boys and girls went on racing. Castellotti had been passed by Taruffi. But he went into the van again, mindful that Collins (4 cyl. 3.5 Ferrari) was only 10 minutes behind.

Twas raining pushrods up on the pass and was pretty dismal, but the cars kept coming by singles and bunches. As long as 10 minutes would go by without seeing a competitor and then a Renault or Alfa Sprint would arrive just going like —. At other times it seemed like the freeway with a mixed bag of Fiats, Renaults, Lancias, and an odd 300 SL. Interesting things happened — two MG-As arrived within 30 sec. after over 500 miles.

A long lull with just small stuff then about 3 p.m. an indescribable series of rumblings and mutterings and belchings and poppings came around the mountainside and Castellotti appeared, travelling at a reasonable rate now that all the big Maseratis except Perdisa (2½ liter) were out. Fangio appeared, really travelling at the limit. Big burst of applause and cheering; everybody jumps up and down and screams, including the cops. Bank into the corner in a big drift and lightning correction and whoosh up the hill and around the corners, going miles faster than anyone else and disappears with a final blat that sends echoes bouncing around all over. All look at each other with big smiles . . . I real-

The general consensus seems to be that Maserati's cars lost because they were poorly prepared; certainly Ferrari's were splendidly readied this time after years of goofing off and there may be some connection in that Ferrari's former race manager, Ugolini, now works for Maserati. The Giuliettas were the sensation of the day and apparently the disk wheels don't hurt their brake cooling any as all I saw had lots of brakes.

DUSTY MAHON

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Northern Calif. Notes:

Sports Car Corner

By Josh Hogue

Sports Car Editor, San Francisco Chronicle

WINNERS OF the recent King's Highway 24-hour rallye were: Jim and Grace Weller, Bob and Ann Cook, Bob Madden and Jack Bunce. Special class winners included: Fred Boehme and Gordon Griffitt, Rod Stollery and Dennis Thompson, Bob Bernicchi and Paul Gehlen. Winning team consisted of Weller, Cook and Carlton Smith. SFSCC won participation award. Lou Brero had it made in the Ft. Worth go last weekend tooling Brown's D-Jag until a technical error put him out of the race. Acres of Orchids to MotoRacing for the terrific coverage of the Santa Rosa Races. The Northern California Region loves you, Gus! Twin Valleys Sport Car Club is the name of the new group out in Livermore. Had themselves a picnic tour last weekend.



JOSH HOGUE

Coming up a Hill Climb to be put on by old Marinette "Father" George Howell of the Marin Coupe and Roadster Club. The dates, July 28-29 in Woodacre, West of Fairfax in Marin County.

Thanks for your letter, Gene Anderson. For Badge Bar Journal, write Box 326, Kentfield, Calif. For MOTORACING, 8826 Sunset Blvd., Los Angeles 46.

Here's a bit of tech info for die-hard Rallye-goers: Taken from Jack Bunce's Rallye Master Poop Sheet. "The slippage error amounts to between 1% and 1 1/2% when driving up hill on winding roads. For greatest accuracy, contestants should drive about 1% faster under these conditions. Slippage when going down such roads is about 1/2%—depending on how fast the corners are taken and whether considerable braking is necessary. Contestants should drive about 1/2% slower under these conditions." The foregoing can be credited to Commander Tommy Thomas, who knows much about such things. Now we know why we lost all those rallies... or was it stated its Friday night Rallye series.

Just a reminder to save open the weekend of June 30-July 1 for the Buchanan Field races over in the East Bay. Two hundred or more entries are expected. Good turnout last Tuesday at the Kua Wah for the monthly luncheon meeting of the S.F. Chinatown Sports Car Club. Ross Stone and his wife "Bo" were congratulated on the arrival of a new son a week ago. Ross Stone is Chinese for Chow Mein, spelled backwards. Man how that boy loves Cantonese Chow. He's becoming known as the Duncan Hines of the chopsticks.

The first sports car road races in the history of Humboldt County are tentatively set for the week end of August 18-19 at McKinleyville Airport. Sponsoring group is the Eureka Lions Club. An attempt is being made to have this event on the National SCCA calendar in order that out-of-State, top-ranking drivers may be tempted into entering. The possibility is excellent, as it is only a week away from the annual Seafair event. One of the moving forces behind this affair is Lou Brero from nearby Arcata, Calif. He expects to have his Ferrari ready in time for showing the home



Blarney Castle

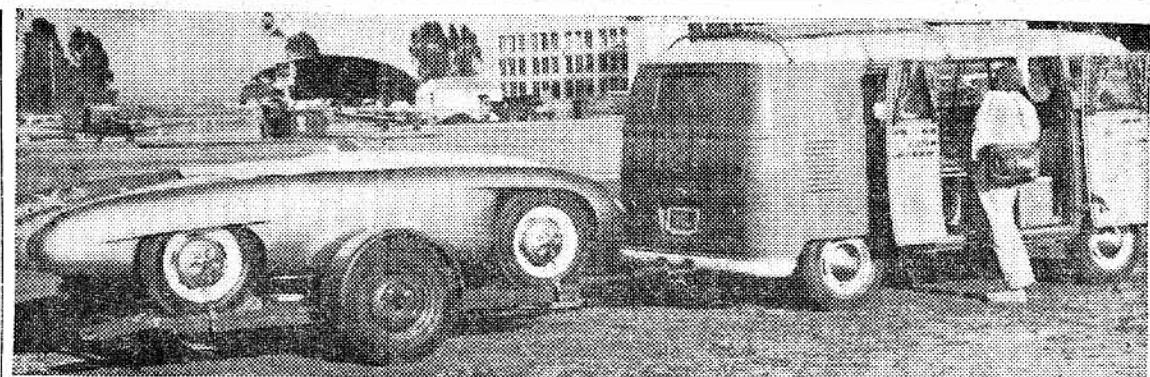
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CALENDAR

June 18—LBMG—Flagmen Dinner Meeting 7:30 p.m.

June 18—Four Cylinder Club Meeting

June 22—Western Sports Car Club Victory Banquet 7:30 p.m.

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THIS NIFTY rig is spotted at all Northern California races and many in the Southland. It belongs to James A. Orr, Kentfield, SCCA National Contest Board Representative from San Francisco Region and also National Activities

Committee. His VW bus, beautifully outfitted with all the comforts of home, has a Porsche engine. Art is Jim's 745cc Devin Panhard. Lower photo shows the popular driver comfortably relaxing inside the bus and chatting with Mrs. Orr.

Calendar Of Events

JUNE

- 14—National Sports Car Drivers' Assn. Blarney Castle, 8 p.m.
- 16—URA Midget Race, Gardena Stadium.
- 16—San Gabriel FCCA Hodge Podge Rallye, Rose Bowl, 7 p.m. (Proceeds to Warren Frinchaboy.)
- 16—PSSCC Hi-Lo Jack & the Game is up Rallye, Riviera Motors, 7:30 p.m.
- 15-16—Sports Car Road Race movies, Scottish Rite Auditorium, San Francisco.
- 16-17—SCCA 6th Annual Mt. Equinox National Hill Climb, Manchester, Vt.
- 17—Santa Monica FCCA and Austin Healey Owners' Club, Rallye in Rhyme, Info: Betty Warren, FR 2-7526 or Betty Lynch, EX 8-3933.
- 17—San Fernando Valley FCCA, Geronimo Rallye, 8 a.m. Info: Bob McKay, PO 3-5587, Van Nuys-Sherman Oaks Park, 5040 Van Nuys Blvd.
- 17—NASCAR late model stock car race, Huntington Beach Stadium.
- 23—Glendale FCCA Rallye.
- 23-24—SCCA National Championship Sports Car Races, Elkhart Lake, Wis.
- *23-24—CSCC Pomona Road Races, Pomona Fairgrounds.
- 24—Riverside Jr. Chamber of Commerce AMA Motorcycle Races, 11 a.m.
- *30—Compton FCCA Over the Hill Rallye, Info: FR 7-1856 or TC 5-4076.
- 30—Buffalo Bill Mountain Hill Climb, Colorado.
- 30-July 1—SCCA San Francisco Region road races, Buchanan Field.
- 30-July 1—SCCA 2nd Annual Courtland Race, Alabama.

JULY

- 1—Las Vegas Stock Motorcycle Races, Las Vegas Race Track, 3 p.m.
- *1—MGCCA, Gymkhana.
- 6-7—SCCA Beverly, Massachusetts, Race.
- 7-8—SCCA (L. A. Region) Santa Maria Road Races.
- 7-8—Santa Barbara FCCA Semana Nautica Rallye.
- 8—NASCAR 100-mile July Grand National stock car race, Sacramento State Fair Grounds.
- *13-15—Porsche O. C. Golden State Rallye.
- 14—RRR Pro Sports Car Race, Saugus Stadium, 8:30 p.m.
- 14-15—Reliability Run, McAllen, Tex.
- 15—Sports Car Show, Blarney Castle.
- *21-22—CSCC San Diego Road Races, San Diego Naval Base.
- *28-29—El Camino Concours d'Elegance, Santa Maria.
- 28-29—Long Island SCA 4th Annual Night Owl Rallye, Info: Adele Goldsmith, 21 Marshall St., Oceanside, Long Island, N. Y.

AUGUST

- *4-5—San Fernando FCCA Big Bear Rallye II.
- *12—L. B. Douglas Ken Farrar Rallye II.
- *18-19—CSCC Paramount Ranch Road Races.
- 18-19—SCCA (S. F. Region) Salinas Road Races.
- 19—Washington, D. C., MGCC National Sports Car Races, Lavendar Hill Course, Upper Marlboro, Maryland.
- *24-25-26—Santa Monica FCCA Rallye D'Oro II.

MIDGET RACES—Friday night, San Bernardino.
JALOPY RACES—Saturday night, San Bernardino; Sunday afternoon, Gardena; every other Sunday, Maywood.
DRAG RACES—Sundays: Colton, Long Beach, Pomona, Santa Ana, San Fernando, San Gabriel Valley. June 30 and July 1, 4th Annual Championship Drags, Pomona Valley Timing Ass'n. L. A. County Fairgrounds.

RACING MOVIES—Wednesday through Sunday, Western Theater, 39th at Western.
Wednesdays, 1/2 midget races; Saturdays, Micro Midgets, Orange County Fairgrounds.

*Designates date approved by Southern California Council of Sports Car Clubs.

MOTORING
fo(u)r
FUN

By John Foster

National President, FCCA

I'D LIKE to congratulate Lockheed SCC on their recent very fine 24-hour rallye. One hundred twenty of the keenest rallye teams in these parts were treated to an exceptionally well-organized, keenly-contested and most pleasant event.

Thirty-six FCCA teams entered this nationally-famous rallye, and we are indeed proud to report that Ken Engle and Gordon Steele of Compton FCCA took first overall with an incredible aggregate error of only 2 mins. 34 secs. Howard Frank and Glen Smith took second place with only 2:48 error. FCCA teams took home over 20 awards, with Glendale's rallye teams taking the lion's share, and five FCCA teams placing in the top 11. Congratulations, FCCA, and thanks, LSCC, for your continued "improving the breed."

Funniest thing I saw on the rallye was the poorly-concealed nervousness of some contestants at the checkpoints. One navigator turned to his driver and asked him what the heck he was doing trying to stuff a cigarette butt in the ignition. The driver looked blankly at the mess and muttered, "Good gosh—I've smoked the car key!"

Plans are well under way for FCCA's annual get-together of all chapters. This year it will be Aloha Wahine and Kane as the theme, for the weekend of social and motoring events is something of a Hawaiian Clambake! Date has been set for July 14 and 15. Local FCCA chapters will play host to our Arizona and Santa Barbara chapters for a weekend including gaggle over our more dicey rallye roads, a Luau party at the Westport Beach Club with high jinx.

When you read this, there should be just time for you to grab your navigator and make for the Rose Bowl, Saturday, June 16, at 7 p.m. for the fun-packed Hodge Podge Rallye, staged for your fun and to help our friend, Warren Frinchaboy,



JOSH HOGUE, right, sports car editor of San Francisco Chronicle who now brings MOTORACING readers the Northern California lowdown, chats with Deet Eichel, popular Modesto Volkswagen dealer. That's Josh's charming wife, Betty, in center. The Eichel family takes in all northern races in commodious, expertly-furnished bus.

get back with us real soon. While you're circling the calendar, don't forget next day, June 17, the FCCA Santa Monica and Austin Healey O.C. joint Rallye in Rhyme and party at the Riviera Beach Club. Call Betty Warren, FR-27526 for details.

And to all you rallye cham-

pions, the next championship rally and wing-ding event guaranteed to make those computers sizzle is the FCCA National "OVER THE HILL" Rallye staged by our eager Compton Chapter. Date is June 30, entry blanks by phoning our busy Betty Warren at FR-27526.

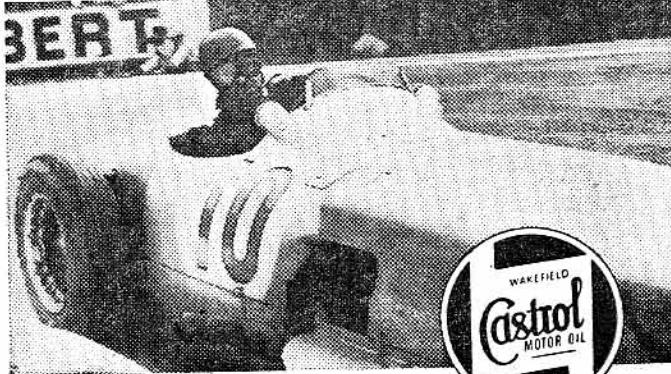
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A WONDERFUL BOOK

Anyone working up a modicum of interest in the material appearing in MOTORACING is a cinch to go hook, line and sinker for a new book titled "Sports Car Rallies, Trials and Gymkhanas," by two Easterners who know the sport inside out, David Hebb and Arthur Peck. The book, which sells for \$5 and is easily worth twice as much, has been published by the Channel Press, 159 Northern Blvd., Great Neck, N.Y.

ART PECK



DAVE HEBB

SPORTS CAR writers and commentators all over the U.S. have been heaping tremendous praise on a new book that has captured the fancy of men and women interested in cars the width and breadth of the country.

It is "Sports Car Rallies, Trials and Gymkhanas," by two New Yorkers, members of the Long Island Sports Car Assn. and rallye experts really qualified to write precisely this kind of a book — Dave Hebb and Art Peck.

Dave drives a Triumph TR2, and Art a Jaguar. They are executives with Columbia Broadcasting, trained in using words to communicate ideas quickly and easily. Both have edited sports car journals and have organized and staged some of the major events of their clubs.

If you love to drive, if you thrill to the surge and maneuverability of your sports car, this book is for you. It will make you an expert at a wonderfully enjoyable sport.

This step-by-step handbook is both for the novice and the expert. Within 160 big 8x11 pages, intelligently written and

filled with fine photos and drawings by top illustrator George Janes, you'll find hours of solid reading pleasure. If you don't own a sports car and read the tome, chances are you'll sail for a sportster within a week.

Sports car dealers should get the book in circulation.

You are told all there is to know about rallies, equipment, teams, working out average speeds, timetables, the odometer, map reading, regularity runs, top U.S. and foreign rallies, special techniques for gymkhanas, concours d'elegance (Court!) sports car racing (ha!), how to watch and understand a race, how to stage a rallye (what Buzz has been telling you) . . . and where to buy special equipment and supplies.

We could go on and on, but our best tip is pop with a fin and order your copy TODAY. You'll thank us.

We know Publisher Ralph Raughley didn't make a mistake when he picked Dave and Art for the job. We hope sales keep going and everyone makes a raft of dough.

—GUS V. VIGNOLLE



MICRO MIDGET pilots, sanctioned by the Orange County Micro Club, who are seen in action every Saturday night at the Orange County Speedway, where the $\frac{3}{4}$ midgets have at it on

Wednesday nights, under URA sanction. Micros can hit 55-60 mph speeds, while the $\frac{3}{4}$'s approach the 100 mark. Fans come from as far as San Diego for these thrillers.

Sports Car Clothes Introduced

Sports car clothes?

Yep, it's finally happened—a California manufacturer, Phil Rose, has put out a complete line of sports car clothes.

After noting the rise of the sport and attending the Pebble

Beach races, he said, "Why didn't I know about all this before?"

Rose came up with a Ferrari suit, Maserati and Mercedes-Benz coats and tight-fitting black jersey pants; also a bright red coverall which zips up on the bias.

The May Company is opening its sports car departments with parades of sports cars, models, press and the whole bit.

Stock Cars Race at Huntington Beach



ger auto racing is Huntington Beach Stadium, which presents a 210-lap program of late model stock car racing Sunday night, June 17. Time trials begin at 7, first race at 8:30 p.m. Feature is the 150-lap main event on the quarter-mile oval, located at the junction of Highways 101 and 39. It is a NASCAR-sanctioned meet.

Pre-race favorite is Chuck Meekins, Gardena, first in Pacific Coast point standings and second nationally. He pilots a 1956 Chevrolet.

Buena Park's Lloyd Dane guns the 1955 Mercury that's carried him to second behind Meekins in Coast points and eighth nationally. Other drivers rating close include Parnelli Jones, Torrance, '56 Ford! Ed Pagan, Lynwood, '56 Ford; Jim Cook, Anaheim, '56 Pontiac; Bob Ross, Lakewood, '56 Mercury; Bob Osborne, Van Nuys, '56 Chevy; Clyde Palmer, San Jose, '56 Dodge; Jim Blomgren, Norwalk, '56 Ford; Bill Bade, Downey, '55 Plymouth, and Len Fraker, Bell, '56 Ford.

Each competitor will consider his own home as the starting point and will be expected to arrive at the first checkpoint exactly at the prescribed time sent him when his application was accepted.

Chairman Dr. James Scannell says the event will run roughly from 6 p.m. to 6 a.m. After some 12 hours and a tough 350 miles or so, contestants will end up for a victory breakfast and awarding of prizes "somewhere near the New York metropolitan area." The fee is \$10 per car and includes coffee and doughnuts for driver and navigator at the half-hour midnight stop as well as the concluding breakfast.

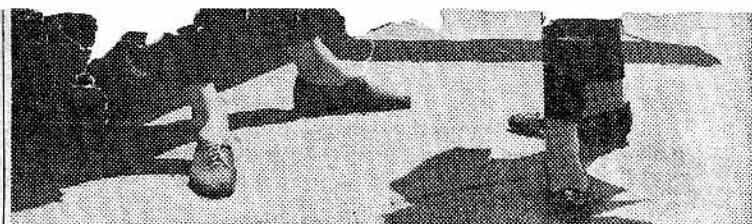
In accordance with LISCA's safety rules for rallies, no solo drivers will be allowed.

FORD ADVANCES

Plans for the construction of a new propulsion laboratory in Dearborn, Mich., for gas turbine and free piston engine testing has been announced by Earle S. MacPherson, vice president—engineering, Ford Motor Company.

OLSON HOME FIRST

Wayne Olson, known as the "Leopard Man," took 25-lap main event laurels May 30 at Orange County Fair Grounds in TQ midget auto racing. Olson was followed by Les Scott and Dale Peterson.



MODELS SHOW latest in sports car coats (by Phil Rose of California), which will be introduced to the public for the first time at SCCA Santa Maria Road Races, Santa Maria Airport, July 7-8.

Cameron, Hot URA Pilot Gets Two Wins

Don Cameron, hottest URA pilot of the season, chalked up two more main event victories recently. On June 1, he beat Buddy Lee and Allan Heath to the wire in the D.J. Caruthers V8 at San Bernardino in a 50-lapper.

On June 2, in the same machine, Cameron took another 50-lapper at Bakersfield.

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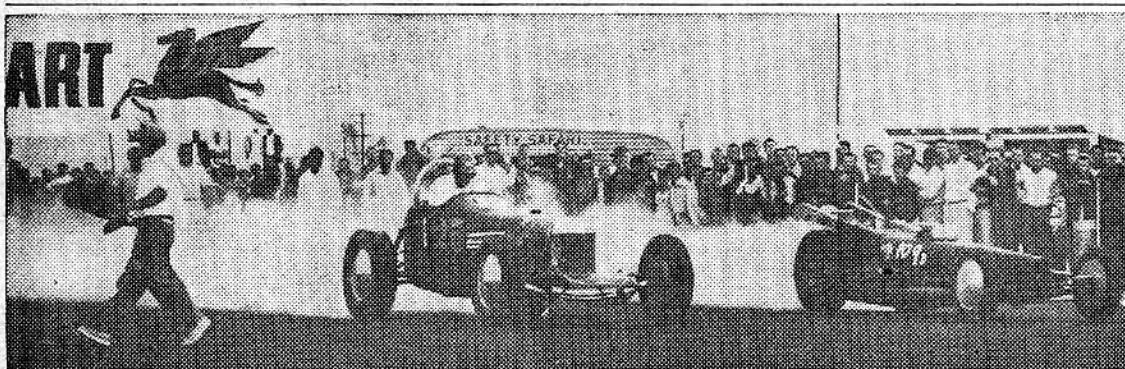
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NEW REGIONAL drag champion Kenny Arnold (right), driving a Cadillac-engined dragster, nosed out Art Chrisman to become top eliminator in recent West Coast Regional Championship Drags, when Chrisman's Chrysler-powered dragster blew its engine in final few yards of $\frac{1}{4}$ -mile

straightaway. More than 6,500 spectators watched 250 hot rods compete in 21 classes. Event was one of nine regional meets sponsored by the National Hot Rod Association and General Petroleum Corp., to be climaxed by the National Champion Drags in Kansas City, Aug. 31-Sept. 3. Story P. 3.

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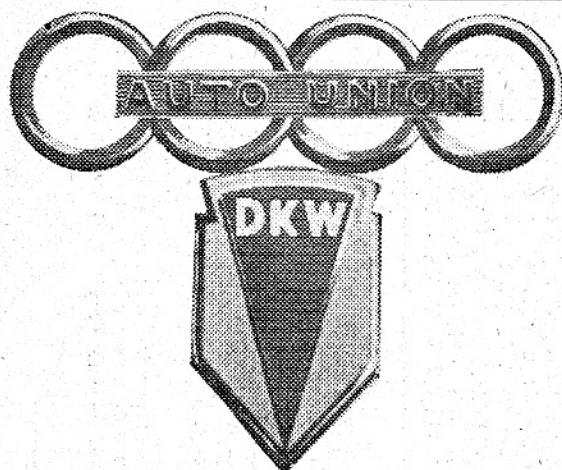
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